New-York Daily Times.

VOL. V.....NO. 1291. NEW-YORK, TUESDAY, MARCH 4, 1856. PRICE TWO CENTS.

LATEST INTELLIGENCE

By Telegraph to the New-York Daily Times.

[The Associated Telegraph Co's Offices—No. 6 Hanover-st., and No. 121 Broadway.]

FROM WASHINGTON.

Nothing Important Received at the State Department by the Arago.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Monday, March 3.

The State Department has received nothing important by the *Arago*. The indications are, however, that the British Ministry are disposed to refuse to recall Mr. CRAMPTON. The London *Morning Post*, "Ministerial organ," of the 13th ult., contains an article violently abusive of the United States in connection with this subject. S.

The Arago's Mails—Report of the House Committee on Elections—Binding the Reserved Documents.

WASHINGTON, Monday, March 3.

The *Arago's* mails brought no dispatches of particular importance to the Government.

The report of the House Committee on Elections is voluminous. Considering that the Special Commission to take testimony would incite hostilities, they adhere to the original proposition to send for persons and papers in the BENNUM case.

Mr. CULLOM, Clerk of the House, has given the profitable job of binding the reserved documents of the House to JOHN TEESLER of this City. The same contract had previously been awarded by Mr. FORNEY, Mr. CULLOM's predecessor, to the proprietor of the *Morning Star*, who had entered a bond for the faithful execution of the work.

Foreign Affairs—Kansas—Governor Reeder—Legislation for Kansas.

Special Correspondence of the N. Y. Daily Times.

WASHINGTON, Sunday, March 2, 1856.

FOREIGN AFFAIRS.

The *Arago's* mails are looked for with a good deal of interest, as they are said to contain dispatches from Mr. BUCHANAN which *may* convey Lord CLARENDON's answer to Mr. MARCY's demand for the recall of Mr. CRAMPTON. CLARENDON was to have left London for Paris on the 16th ult.—the day on which the *Americas* sailed—to attend the Peace Congress; and it is not probable that he would leave his post without first disposing of a question so seriously affecting the relations of Great Britain and the United States. Such a course by the Minister for Foreign Affairs would scarcely be dignified; although, should he have adopted it, there is little question that the subject has received prompt attention at the hands of CLARENDON's Under-Secretary, Lord WODEHOUSE, under direction of Lord PALMERSTON. Lord WODEHOUSE, it will be remembered, was one of the earnest supporters in Parliament of the Foreign Enlistment Bill, out of which the Crampton controversy has arisen, and, of course, is fully committed to the sentiments of his chief, as already made known in the published enlistment correspondence. If the British Government attempted to temporize further in this matter, instead of withdrawing Mr. CRAMPTON, or proposing other equally satisfactory reparation for acknowledged wrong done to the sovereignty of the United States, the Minister will be dismissed at once. It is more than probable that a day or two will now dispose of this whole matter.

HOW IT CROSSES THE KOSE QUESTION.

The interest attaching to our Foreign relations has quite withdrawn public attention, temporarily, from affairs in Kansas. This should not be. "Eternal vigilance is the price of Liberty." Let it not be forgotten when discussing our rights, and their vindication as against a foreign foe, that we have a domestic enemy to battle with, far more dangerous, because more wily, more insidious and more demoralizing than any across the water. The struggle with England is diplomatic and harmless;—the struggle in Kansas is between two vital principles, one of which, if triumphant, secures a great Territory to Freedom, while the success of the other leads it forever with degrading chains. This domestic war is a present, palpable, essential fact; the foreign difficulty is prospective, and in all human probabili[illegible] sharper weapons than the pen. [illegible] involved in the former is one of "life, [illegible] the pursuit of happiness;" the issue in [illegible] though important in itself, is as nothing [illegible] with that which has its centre in the Territory of the Far West. While, then, we keep a watchful eye abroad, let us not relax a muscle in the contest at home.

THE CASE OF EX-GOV. REEDER.

The Committee on Elections in the House are expected to report in the REEDER case on Tuesday, presenting a concise history of affairs in Kansas as connected with the election of Delegate to Congress, arguing some of the more prominent points made against Mr. REEDER, and stating satisfactory reasons why the living witnesses should be brought to the Capitol for examination. Among the suggestions of the report is one that the condition of the citizens of Kansas—virtually deprived as they are of the privileges of Freemen, by the interference of the Federal Executive and the Border Ruffians—is worse than the subjects of a despotism, because the latter have something like protection, while the former live with the knife at their throats. The report will be very long and interesting. It is understood to be the production of Mr. HICKMAN, of Pennsylvania, and COOPER K. WATSON, of Ohio.

A CHECK OF JUDICIAL TYRANNY.

One day last week, Mr. BAILEOUR, of Indiana, asked leave to introduce a bill providing for an appeal in alleged cases of contempt of Court, but objection being made by Mr. LETCHER, of Virginia, and others of the chivalry, it was not received. The purpose of this bill is to grant a trial by jury in case of contempt, when demanded by the accused, and thus to circumscribe the despotic power of a Judge to imprison a man at will, because *he* chooses to deem him guilty of disrespect. The unwillingness of Southern men even to discuss a question of this sort, does not argue much for their liberality, or confidence in the righteousness of the existing law. The bill must, however, get a hearing sooner or later. By the way, numerous petitions for the impeachment of Judge KANE, for his arbitrary conduct in the case of PASSMORE WILLIAMSON, have been sent to the House Committee on Judiciary—an evidence that such outrages are not to pass unnoticed by the people of the United States, who are jealous of any and all encroachments upon the liberty of the citizen, not sanctioned by the law of common justice and common sense.

LEGISLATION FOR KANSAS.

Two other bills of importance have been referred to the Committee of the Whole within the last few days, having been reported from the Committee on Territories by Mr. GROW. One was a bill to annul those acts of the Kansas Legislature which abridge the freedom of speech and of the Press, or which prescribe any oath as a qualification for voting or holding office other than that of fidelity in the discharge of the duties of office, and to support the Constitution of the United States, or which impose any property or religious test as a condition to the exercise of such right, or to serving on juries, or giving evidence in any Court of Justice. It strikes me that any "Democrat" will find it rather up-hill work to vote against a bill of this character. Mr. GROW's other bill proposes to make all the offices filled by appointment of the last Legislature of Kansas elective by the people, to prevent disturbances at the polls, and keep non-residents from voting at all. At present there are no adequate penalties against election frauds. It is proposed also to fix the next election in Kansas on the same day with the Missouri election.

THE CALIFORNIA SENATOR.

Private letters from California express the firm conviction that no election of United States Senator to succeed Dr. GWIN can be effected at the present session of the Legislature, and that the next Legislature will choose Dr. GWIN to be his own successor. California could do nothing wiser, nor more consistent with her own political and material interests. S.

XXXIVth CONGRESS—First Session.

SENATE....WASHINGTON, Monday, March 3.

A PERSONAL EXPLANATION.

Mr. CASS made a personal explanation in relation to an article in to-day's *Intelligencer*, signed "J. W. W.," which he attributed to JAMES WATSON WEBB. It relates to a conversation between Mr. WEBB and Lord CLARENDON in which the latter stated he had no unfriendly feelings towards the U. States. This statement was explanatory of a remark made by CLARENDON in the House of Lords, that the understanding between the English and French Governments was perfect in relation to all parts of the world, which was understood as a menace to this country regarding Cuba.

Mr. CASS asked, if Mr. CLARENDON's language had been misunderstood, why did he not explain it in his place in the House of Lords, instead of leaving it to be explained in a private letter, which few, perhaps, would see or hear of.

THE NEW SLOOPS OF WAR.

The bill authorizing the construction of ten sloops of war was taken up.

Mr. HOWARD referred to several periods of our history—from the affair of the *Cambria* to the late dispute in regard to the fisheries—to show that the appearance of a single British vessel had frightened the country into a fear of impending war. He said he was tired of these things, and wished the people—especially the merchants of our commercial cities—to discuss questions of national interest without being alarmed, through fear of the inability of our Government to maintain them in their property, rights and interests. He would not favor this increase of the Navy irrespective of any question in regard to our foreign relations, simply because he thought it wrong to leave the seaboard exposed, and because there never had been a time so propitious as the present, when, without any alteration of our revenue system, we, receiving an immense surplus revenue, could do so.

Mr. HALE thought it absurd to undertake to put our navy on a footing to compete with those of other countries. It reminded him of a legacy of ten pounds bequeathed by an Englishman to pay the national debt. If there was any apprehension of war it originated in Congressional speeches. It was time to economize expenditures.

Mr. BELL, of Tennessee, said the bill was unanimously recommended by the Naval Committee, and not founded on any existing alarm on the subject of war. The object was to supply a class of vessels really necessary for the protection of commerce.

Mr. HUNTER believed that the matters of difference between Great Britain and the United States were such as ought to be settled, if common discretion is exercised. The passage of the bill should not create a war alarm. We increase the chances of peace by preparing for war, thus diminishing the opportunity for foreign powers to speculate on our weakness, real or supposed.

The bill was passed. [The estimated cost of each vessel is $600,000, including equipment and steam machinery. Two millions are now appropriated.]

MR. MUSSELMAN'S SEAT.

The Trumbull election case was considered.

Mr. CRITTENDEN favored Mr. TRUMBULL's right to the seat, stating that the Constitution of the United States defines the qualifications of Senators, and no State has authority to require any other qualifications.

Mr. FOOT concluded that the plain and obvious meaning of the State Constitution should govern the question. The State had a right to require any qualification it pleased, so long as there was no conflict with the Constitution of the United States.

Adjourned.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Monday, March 3.

The Deficiency Appropriation bill was considered, and the House adjourned before the discussion was concluded.

The Virginia Democratic State Convention.

BALTIMORE, Monday, March 3.

The Democratic Convention, held at Richmond, Va., adjourned on Saturday last, after adopting a platform. The platform reaffirms State Rights; deprecates the granting of the Public Lands for internal improvements; opposes an increase of duty on imports; indorses the Baltimore Platform; recommends the Cincinnati Convention to nominate the candidate most likely to be elected; denounces the American Party, and indorses the present Administration.

New-Bedford Municipal Election.

NEW-BEDFORD, Monday, March 3.

A very large vote was polled to-day at our Charter Election. The Mayor, GEORGE HOWLAND, (American,) the present incumbent, was elected, receiving 1,282 votes, against 1,242 for ROBERT FRENCH. The "Citizens" ticket for Aldermen was elected. The Councilmen being equally divided between the two parties.

Pennsylvania Democratic State Convention.

PHILADELPHIA, Monday, March 3.

Over 900 persons left this city last night, to attend the Democratic State Convention which assembles at Harrisburg to-morrow. Warm work is anticipated between the friends of FRASER and BUCHANAN, to secure the election of Delegates to the National Convention.

The Chicago, Alton and St. Louis Railroad.

CHICAGO, Monday, March 3.

A meeting of the Stockholders of the Chicago, Alton and St. Louis Railroad, was held at Bloomington on the 28th ult., and the lease of the Road to HAMILTON SPENCER, Esq., was confirmed by a majority of more than nine thousand votes.

Fire at Portland.

PORTLAND, Me., Monday, March 3.

At midnight on Saturday a fire broke out in Middle-street, near Market-square, destroying the stores occupied by DARIUS & WHITE, Brushmakers; O. H. PERRY, confectioner; W. B. RICHARDS, harness maker; and WM. S. RUSSELL, tobacconist.

Marine Disasters.

BARK DAVID NICKLES AND SCHOONER LONSDALE SUNK.

PORTLAND, Monday, March 3.

The bark *David Nickles*, Capt. SWEET, from Cardenas, was sunk in our harbor this morning, by floating ice from Presumpscot river. The crew were saved by the Revenue Cutter, but Capt. SWEET was drowned. BOSTON, Monday, March 3.

The schooner *Lonsdale* from Providence for Philadelphia was sunk by ice near Nyat Point on Saturday night last. She had a valuable cargo of dry goods on board.

The Southern Steamers.

THE STEAMSHIP JAMES ADGER DELAYED.

CHARLESTON, Monday, March 3.

The steamship *James Adger*, hence for New-York, on Saturday, has been delayed at the bar on account of the bad weather. She left this (Monday) morning, at 4 o'clock.

ARRIVAL OF THE KNOXVILLE AT SAVANNAH.

SAVANNAH, Saturday, March 1.

The steamer *Knoxville* arrived here in 60 hours from New-York, all well.

Severe Gale at South Harwich.

SOUTH HARWICH, Mass., Monday, March 3.

Yesterday morning, during a gale of wind from the southeast, Commercial Wharf was completely carried away by ice, and a mackerel and salt store and a sail loft destroyed. Loss $9,000.

Navigation of the Ohio.

PITTSBURG, Monday, March 3.

The river continues closed by ice from this point to Pomery, below Wheeling. The weather is cold.

Southern Mail Failure.

BALTIMORE, Monday, March 3.

We have no mail this morning from south of Washington.

Through the *Union*, Mr. B. F. HANKIN denies that he was a delegate to the Pittsburg Convention from the Territory of Nebraska, and is hurt that his name is going about the country in that connection.

INTERESTING NARRATIVE.

Voyage of the Steamship Arago from Havre to New-York.

Ice-Fields—Icebergs—Perils of the Sea.

At a meeting of the passengers on board the United States Mail steamship *Arago*, held Feb. 29, 1856, at the close of her 55th voyage from Havre to New-York, the following paper, expressive of their feelings and views of the incidents detailed, was adopted, and ordered to be printed in two or more of the New-York newspapers.

The steamship *Arago* left Havre on the 19th inst., and Cowes at about 3 o'clock on the following morning. Weather—as favorable as could be expected in a Winter passage—enabled us to make a prosperous run, without any remarkable incidents, to the morning of the 23d inst., when, at about 6 o'clock, icebergs were discovered in the northern and southern horizons. The usual interest was excited, though the surprise at so unusual a sight at this season of the year was less, from the fact that the ship had encountered ice in her outward passage, and had suffered some trifling damage in the contact. Yet none were prepared in the slightest degree for the formidable and dangerous obstruction that lay in our westward path. In the course of the morning, however, fragments and detached masses of all shapes and magnitudes began to appear, and so rapidly increased in number, that only by quick operation and skillful management of the helm and the engine were the dangerous encounters avoided. After running the gauntlet of these swarming enemies for several hours a clearer sea appeared before us, and we indulged for a moment the hope of having passed the danger. But very soon it was again discovered directly ahead, and a nearer approach showed it to be closely packed and utterly impassable. The ship was then headed to the North, with the hope of finding the end of the pack and doubling it. But, after steaming upon this course thirty miles, the most powerful glass could discover no limit to the barrier.

The attempt to find passage in that direction was therefore abandoned, and the ship returned to her former position. The weather, during the day, had been broken, and the afternoon looked gloomy, with occasional snow squalls, which added temporarily to our discouragement. Night closed in without the prospect of release from our embarrassing position. A moon, however, enabled us to feel our way in search of an escape, but with little success, and morning found us still in the icy neighborhood. A southeasterly course had taken us slowly along the broken edge, which was interrupted by occasional bays and indentations. During the twenty-four hours thus passed we had, with every other favorable circumstance, made scarcely any westward progress, and had but little, if at all, improved our position. Ice still inclosed us on every side, and the clear water in which we were working was but one of the deep bays which had at first the appearance of an open way to the westward. After steaming for some time in that direction, we were again stopped as upon the previous morning by a close pack ahead. The view, presented to the eye during this morning, was truly magnificent and, dissociated from the sense of peril which our position so well justified, the mind and fancy could dwell upon the scene with the interest of a picture. A vast icy territory passed in review before us in our southerly course, which was now assumed as the only hope that seemed left of deliverance. Icebergs of varied sizes and shapes, that required but little effort of the imagination to convert into architectural fantasies and bring to the eye the wisdom of scattered beauties, mixed cathedrals, colosseums and arches. The beautiful and grotesque forms of the floating masses added new details to the scene of which the ensemble was at once carefully grand and charmingly picturesque. But the mind was little disposed to such contemplations under the heavy anxieties that began to weigh upon it as time wore on without bringing any relief. The weather during this day, though still broken and mantled, was more favorable than on the previous day, and was watched with intense solicitude, inasmuch as it was important to our *safety* as it was unusual in that locality. Its continuance was therefore devoutly prayed for as our chief dependence under God. Had a fog shut down upon us, or a gale arisen, and we thus become inclosed in the ice, we should have found little room for hope but in the special interposition of a kind Providence. Our course continued throughout the day to the southeast, with an occasional attempt to make way to the westward. At evening closed, the ship was hove to and remained quiet until 10 o'clock, when a full moon shed its clear soft light over the sea, revealing the smallest object and enabling us to get underway and move with comparative safety. Another night thus passed and Sunday morning found us 180 miles to the south from our course, and attempting to double what at last seemed to be the Southern Cape of the icy region. As we rounded it and retook a northwesterly course, a new but more scattered field lay before us, through which we finally threaded our way in safety, and a clear open sea once more revealed itself. Three or four hours passed, however, before our minds were reassured, or our faithful Commander relaxed in the least degree his vigilance. A fear that we might again, and for the third time, find ourselves embayed, kept suspense alive for several hours, until night returned without bringing new difficulties, and finally hid from our eyes those we had so happily passed. Fifty-four hours had thus worn away in danger and embarrassment, during which time we had sailed 230 miles from North to South before the great barrier, and penetrated it to the westward, a distance of thirty miles, to meet it again, densely packed as far as could be seen. From the extreme point of our northing, no glass could discern a passage beyond, and immense icebergs were seen stretching from the extreme southern point, where we finally passed the pack. It is, therefore, within the truth to measure the extent of this enormous icy barrier at two hundred and fifty miles in length, and fifty miles in breadth—stretching over more than three degrees both of latitude and of longitude.

It is for others to draw from this, our experience, the valuable cautions that may secure the safety of life and property to an incalculable amount. It is for us to bear most willing and emphatic testimony to the sagacity, fidelity and prudence of him to whom alone, under Almighty God, we owe our preservation. And it is chiefly with the object of bringing forcibly to view the great resources of mind and body commanded by the exigencies of our position, that the above facts are detailed. No terms of admiration could adequately express our sense of the devotion and skill with which our noble Commander maintained, for fifty consecutive hours, his most exhausting position and trying duty in the bow of the ship, exposed to the severe cold and penetrating winds, watching with incessant activity and patient care the dangerous enemies that threatened at each moment to disable us, and avoiding them with an unerring skill that exhibited the utmost self-possession and perfect command of his ample powers of mind and body. That but a single accident of a trifling nature to the port wheel occurred amid these difficulties, is sufficient evidence that Captain LYNAS was in every respect equal to an emergency utterly unparalleled in the same latitude. It is, therefore, our pleasure as well as our duty to tender to him thus publicly our profound gratitude, high admiration and cordial congratulations upon so successful and triumphant an issue for a voyage so perilous. For the noble ship we have nought but expressions of unqualified praise. The highest testimony to her qualities as a sea boat has been in her power these last days, and it is a gratification to be able to testify to the ease and enjoyment we have experienced in her ample accommodation, and in all these arrangements which her large-spirited and enterprising owners have multiplied for the comfort of the traveling public. To them we would tender our warmest congratulations upon the possession of a commander and a ship in whose our country may feel a just pride, and for whom we invoke a long and prosperous career.

(Signed) WILLIAM SETON, Chairman.
W. O. LAMSON, Secretary.

It is proposed to start a train of saddle mules to run up and down Broadway, on the west of the Ambs of sand and manure that separate the carriageways of that most remarkable thoroughfare. For speed and safety no other method of travel could compare with this.

AFFAIRS IN PARIS.

Rachel and the New World—The First Publishable Items from Mme. Rachel—Very Yet another Work on Americanisms—Russians in Paris, &c., &c.

Special Correspondence of the N. Y. Daily Times.

PARIS, Thursday, Feb. 14, 1856.

RUSSIANS IN ATTENDANCE.

I heard a man the other day ask another the question, "What now is to become of Russia?" I did not hear the reply, but it is not difficult to understand that the question applied to the Russian evacuation of that place. Since the commencement of the war, Brussels has been the residence of the Russian families who were forced to quit Paris. Of all the nations of Europe, the Russians are the most desperate in their love of Paris, and it may be said with truth that one of the greatest privations which they have experienced as a result of the war was the prohibition to enter France. So that the first pacific rumor inspired the Russian families in Brussels with such a desire to return to Paris, that many have not waited the result of the conference which is about to take place, but have hastened to Paris by express train. The saloon of the old hotel Talleyrand is already opened; the Monceau quarter has taken possession of the reserved [illegible]. The Russian Embassy has been sized, the furniture dusted, the carpet shook, and the grooms rubbed. The first of the two Russian Ambassadors who arrived to get their to dear Paris, has already entered and installed into the opulent palace of the Rue Saint-Honoré, the Grand and the Elizabeth. The bankers, the merchants and the dress-makers are in requisition, and a vibration has run through every article of commerce which revives souvenirs of days of prosperity and of feasts in honor of Bacchus. If the peace [illegible] fort should fail, the emigration will have to resume the journey on the Northern Railway to the great despair of themselves and of the hotel keepers, merchants who for the last four years, in all [illegible] dream of nothing but roubles, and who are determined to make their exercise, the Cossacks pay the expenses of the war. As for the expenses of peace it is Brussels that will pay, for it is Brussels that will lose more than any other city of Europe.

The *Abeille du Nord*, the leading journal of St. Petersburg, congratulates a long article in terms of praise with these words: "God be praised! everything announces a speedy peace. Legions of Russians will precipitate themselves into Paris. What is France?" as wrote the poet Scarron; "nothing but a no more beautiful country." [illegible] this journal says, in speaking of the Russian families in Brussels; "they spend Americans and look on it as a helping hand, and will [illegible] caused builders and contractors."

THE ENTRY OF ROYAL PERSONS INTO PARIS.

The entry of Royal Persons into Paris, which before last, was the occasion of so much excitement [illegible] different on the entry of the Queen of England, [illegible] Napoleon, formed a spectacle of a most imposing character. The Prince of Prussia, who has been [illegible] difficulties in the negotiations of the Congress of Paris, [illegible] the right bank of the Seine, [illegible] Champs Elysées, [illegible] Triumphal Arch, [illegible] Place de la Concorde, [illegible] Rue de Rivoli, [illegible] Hotel de Ville, [illegible] Bastile, [illegible] Boulevard du Temple, [illegible] Rue du Faubourg St. Antoine, [illegible] Vincennes, [illegible] Rue de Reuilly, [illegible] Rue de Lyon, [illegible] Rue de Bercy, [illegible] Rue de Charenton, [illegible] Rue de Bercy, [illegible] Rue de Lyon, [illegible] Rue de Reuilly, [illegible] Rue du Faubourg St. Antoine, [illegible] Bastile, [illegible] Boulevard du Temple, [illegible] Hotel de Ville, [illegible] Rue de Rivoli, [illegible] Place de la Concorde, [illegible] Champs Elysées, [illegible] Triumphal Arch, [illegible] right bank of the Seine

DIVIDENDS.

DIVIDENDS.

DIVIDENDS.

New-York Daily Times.

TUESDAY, MARCH 4, 1856.

THE NEW-YORK DAILY TIMES is published every day and morning, for One Dollar a year, or Two Cents each. Mail subscribers

THE WEEKLY TIMES, containing all the [illegible] of the Daily, published Tuesday and [illegible] TIMES, published Saturday, is [illegible] a year for single Copies. [illegible] Copies for Twenty Dollars, to one [illegible]

THE TIMES FOR CALIFORNIA is published on [illegible] of every [illegible] month. Price, in [illegible] for single Copies.

The Daily Times has a regular circulation of [illegible] and, as a medium for business and [illegible] to any City [illegible]

[illegible] Letters must be addressed

To Subscribers, No. 128 Nassau-st., cor. of Beekman. RAYMOND, WESLEY & CO., Publishers.

To Correspondents.

[illegible] will receive attention. [illegible] relating to stock [illegible] must be accompanied [illegible] of the writer, [illegible] but as a [illegible] of the writer [illegible] [illegible] cannot undertake to return [illegible] [illegible] [illegible]

SPECIAL NOTICES

AGRICULTURAL.

PERSONAL.

ENVELOPES.

BUSINESS CHANCES.

FURNITURE.

LOST AND FOUND.

NEW PUBLICATIONS.

WANTED.

CITY BANK STATEMENTS.

STATEMENT OF THE BANK OF COMMERCE.

STATEMENT OF THE BANK OF THE STATE OF NEW-YORK.

STATEMENT OF THE BANK OF THE REPUBLIC.

STATEMENT OF THE BANK OF NORTH AMERICA.

STATEMENT OF THE BANK OF THE METROPOLIS.

STATEMENT OF THE BANK OF AMERICA.

STATEMENT OF THE BANK OF NEW-YORK.

STATEMENT OF THE BANK OF THE CITY OF NEW-YORK.

STATEMENT OF THE BANK OF THE EMPIRE CITY.

STATEMENT OF THE BANK OF THE COMMONWEALTH.

STATEMENT OF THE BANK OF THE UNION.

STATEMENT OF THE BANK OF THE EXCHANGE.

STATEMENT OF THE BANK OF THE REPUBLIC.

STATEMENT OF THE BANK OF THE NORTH RIVER.

STATEMENT OF THE BANK OF THE EMPIRE CITY.

STATEMENT OF THE BANK OF THE STATE OF NEW-YORK

COMMERCIAL AFFAIRS.

Entered for Consumption.

Entered for consumption during the week ending this day, and the amount of duties thereon:

Dutiable Goods	$1,466,260
Free Goods	1,966,166
Specie	12,014,137
Total entries	$15,446,563
Add withdrawn from warehouse	1,966,166
Total thrown upon the market	$17,412,729
Duties thereon	$3,560,808

Withdrawn from Warehouse.

Withdrawn from warehouse during the week ending this day, and the duties paid thereon:

Dutiable Goods	$2,047,067
Duties thereon	$1,966,166

Imports.

Imports of Dry Goods at the port of New-York, for the week ending Saturday, March 5, 1864, and for the corresponding week in 1863:

	1863.	1864.
Manufactures of Wool	$1,000,000	$1,000,000
Manufactures of Cotton	1,000,000	1,000,000
Manufactures of Silk	1,000,000	1,000,000
Manufactures of Flax	1,000,000	1,000,000
Miscellaneous Dry Goods	1,000,000	1,000,000
Total	$5,000,000	$5,000,000

Exports.

Exports from the port of New-York to foreign ports, for the week ending this day:

Domestic Produce	$1,000,000
Foreign Merchandise	1,000,000
Specie	1,000,000
Total	$3,000,000

Specie.

Specie in the Bank of New-York, Saturday, March 5, 1864:

Specie in Bank	$12,014,137
Specie in Agents' hands	1,966,166
Total	$13,980,303

Receipts of Produce.

Receipts of Produce at the Ports of New-York, Boston, Philadelphia, Baltimore, Portland, Portsmouth, Providence, New-Haven, Richmond, Norfolk, Wilmington, Charleston, Savannah, Mobile, New-Orleans, Galveston, Cincinnati, Louisville, Pittsburg, St. Louis, Chicago, Milwaukee, Toledo, Detroit, Cleveland, Buffalo, Oswego, Albany, Troy, Rochester, Syracuse, Utica, Ogdensburg, Montreal, Quebec, Portland, Boston, Philadelphia, Baltimore, Portland, Portsmouth, Providence, New-Haven, Richmond, Norfolk, Wilmington, Charleston, Savannah, Mobile, New-Orleans, Galveston, Cincinnati, Louisville, Pittsburg, St. Louis, Chicago, Milwaukee, Toledo, Detroit, Cleveland, Buffalo, Oswego, Albany, Troy, Rochester, Syracuse, Utica, Ogdensburg, Montreal, Quebec, for the week ending this day:

Flour	67,000 bbls.
Wheat	1,000,000 bush.
Corn	1,000,000 bush.
Oats	1,000,000 bush.
Barley	1,000,000 bush.
Rye	1,000,000 bush.
Pork	1,000 bbls.
Beef	1,000 bbls.
Cut Meats	1,000,000 lbs.
Lard	1,000,000 lbs.
Whiskey	1,000 bbls.
Cheese	1,000,000 lbs.
Butter	1,000,000 lbs.
Wool	1,000,000 lbs.
Hops	1,000,000 lbs.
Coal	1,000,000 tons.
Cotton	1,000,000 bales.
Tobacco	1,000,000 lbs.
Rice	1,000,000 lbs.
Tallow	1,000,000 lbs.
Hides	1,000,000 lbs.
Linseed	1,000,000 bush.
Lumber	1,000,000 feet.
Shingles	1,000,000
Staves	1,000,000
Sugar	1,000,000 lbs.
Molasses	1,000,000 gals.
Coffee	1,000,000 lbs.
Tea	1,000,000 lbs.
Saltpetre	1,000,000 lbs.
Opium	1,000,000 lbs.
Indigo	1,000,000 lbs.
Quicksilver	1,000,000 lbs.
Lead	1,000,000 lbs.
Tin	1,000,000 lbs.
Copper	1,000,000 lbs.
Iron	1,000,000 lbs.
Steel	1,000,000 lbs.
Nails	1,000,000 lbs.
Spikes	1,000,000 lbs.
Anchors	1,000,000 lbs.
Chains	1,000,000 lbs.
Rope	1,000,000 lbs.
Bagging	1,000,000 lbs.
Bags	1,000,000 lbs.
Paper	1,000,000 lbs.
Books	1,000,000 lbs.
Boots	1,000,000 lbs.
Shoes	1,000,000 lbs.
Hats	1,000,000 lbs.
Caps	1,000,000 lbs.
Clothing	1,000,000 lbs.
Furniture	1,000,000 lbs.
Carriages	1,000,000 lbs.
Harness	1,000,000 lbs.
Saddles	1,000,000 lbs.
Bridles	1,000,000 lbs.
Whips	1,000,000 lbs.
Trunks	1,000,000 lbs.
Valises	1,000,000 lbs.
Carpets	1,000,000 lbs.
Oilcloth	1,000,000 lbs.
Matting	1,000,000 lbs.
Rugs	1,000,000 lbs.
Mats	1,000,000 lbs.
Brushes	1,000,000 lbs.
Combs	1,000,000 lbs.
Buttons	1,000,000 lbs.
Thread	1,000,000 lbs.
Yarn	1,000,000 lbs.
Cloth	1,000,000 lbs.
Flannel	1,000,000 lbs.
Blankets	1,000,000 lbs.
Quilts	1,000,000 lbs.
Counterpanes	1,000,000 lbs.
Table Cloths	1,000,000 lbs.
Napkins	1,000,000 lbs.
Towels	1,000,000 lbs.
Handkerchiefs	1,000,000 lbs.
Shirts	1,000,000 lbs.
Drawers	1,000,000 lbs.
Undershirts	1,000,000 lbs.
Hosiery	1,000,000 lbs.
Gloves	1,000,000 lbs.
Mittens	1,000,000 lbs.
Suspenders	1,000,000 lbs.
Garters	1,000,000 lbs.
Braces	1,000,000 lbs.
Belts	1,000,000 lbs.
Collars	1,000,000 lbs.
Cuffs	1,000,000 lbs.
Bosoms	1,000,000 lbs.
Aprons	1,000,000 lbs.
Veils	1,000,000 lbs.
Scarfs	1,000,000 lbs.
Ties	1,000,000 lbs.
Bows	1,000,000 lbs.
Ribbons	1,000,000 lbs.
Laces	1,000,000 lbs.
Embroidery	1,000,000 lbs.
Fringes	1,000,000 lbs.
Tassels	1,000,000 lbs.
Cords	1,000,000 lbs.
Braids	1,000,000 lbs.
Trimmings	1,000,000 lbs.
Buttons	1,000,000 lbs.
Thread	1,000,000 lbs.
Yarn	1,000,000 lbs.
Cloth	1,000,000 lbs.
Flannel	1,000,000 lbs.
Blankets	1,000,000 lbs.
Quilts	1,000,000 lbs.
Counterpanes	1,000,000 lbs.
Table Cloths	1,000,000 lbs.
Napkins	1,000,000 lbs.
Towels	1,000,000 lbs.
Handkerchiefs	1,000,000 lbs.
Shirts	1,000,000 lbs.
Drawers	1,000,000 lbs.
Undershirts	1,000,000 lbs.
Hosiery	1,000,000 lbs.
Gloves	1,000,000 lbs.
Mittens	1,000,000 lbs.
Suspenders	1,000,000 lbs.
Garters	1,000,000 lbs.
Braces	1,000,000 lbs.
Belts	1,000,000 lbs.
Collars	1,000,000 lbs.
Cuffs	1,000,000 lbs.
Bosoms	1,000,000 lbs.
Aprons	1,000,000 lbs.
Veils	1,000,000 lbs.
Scarfs	1,000,000 lbs.
Ties	1,000,000 lbs.
Bows	1,000,000 lbs.
Ribbons	1,000,000 lbs.
Laces	1,000,000 lbs.
Embroidery	1,000,000 lbs.
Fringes	1,000,000 lbs.
Tassels	1,000,000 lbs.
Cords	1,000,000 lbs.
Braids	1,000,000 lbs.
Trimmings	1,000,000 lbs.

Receipts of Produce.

Receipts of Produce at the Ports of New-York, Boston, Philadelphia, Baltimore, Portland, Portsmouth, Providence, New-Haven, Richmond, Norfolk, Wilmington, Charleston, Savannah, Mobile, New-Orleans, Galveston, Cincinnati, Louisville, Pittsburg, St. Louis, Chicago, Milwaukee, Toledo, Detroit, Cleveland, Buffalo, Oswego, Albany, Troy, Rochester, Syracuse, Utica, Ogdensburg, Montreal, Quebec, for the week ending this day:

Flour	67,000 bbls.
Wheat	1,000,000 bush.
Corn	1,000,000 bush.
Oats	1,000,000 bush.
Barley	1,000,000 bush.
Rye	1,000,000 bush.
Pork	1,000 bbls.
Beef	1,000 bbls.
Cut Meats	1,000,000 lbs.
Lard	1,000,000 lbs.
Whiskey	1,000 bbls.
Cheese	1,000,000 lbs.
Butter	1,000,000 lbs.
Wool	1,000,000 lbs.
Hops	1,000,000 lbs.
Coal	1,000,000 tons.
Cotton	1,000,000 bales.
Tobacco	1,000,000 lbs.
Rice	1,000,000 lbs.
Tallow	1,000,000 lbs.
Hides	1,000,000 lbs.
Linseed	1,000,000 bush.
Lumber	1,000,000 feet.
Shingles	1,000,000
Staves	1,000,000
Sugar	1,000,000 lbs.
Molasses	1,000,000 gals.
Coffee	1,000,000 lbs.
Tea	1,000,000 lbs.
Saltpetre	1,000,000 lbs.
Opium	1,000,000 lbs.
Indigo	1,000,000 lbs.
Quicksilver	1,000,000 lbs.
Lead	1,000,000 lbs.
Tin	1,000,000 lbs.
Copper	1,000,000 lbs.
Iron	1,000,000 lbs.
Steel	1,000,000 lbs.
Nails	1,000,000 lbs.
Spikes	1,000,000 lbs.
Anchors	1,000,000 lbs.
Chains	1,000,000 lbs.
Rope	1,000,000 lbs.
Bagging	1,000,000 lbs.
Bags	1,000,000 lbs.
Paper	1,000,000 lbs.
Books	1,000,000 lbs.
Boots	1,000,000 lbs.
Shoes	1,000,000 lbs.
Hats	1,000,000 lbs.
Caps	1,000,000 lbs.
Clothing	1,000,000 lbs.
Furniture	1,000,000 lbs.
Carriages	1,000,000 lbs.
Harness	1,000,000 lbs.
Saddles	1,000,000 lbs.
Bridles	1,000,000 lbs.
Whips	1,000,000 lbs.
Trunks	1,000,000 lbs.
Valises	1,000,000 lbs.
Carpets	1,000,000 lbs.
Oilcloth	1,000,000 lbs.
Matting	1,000,000 lbs.
Rugs	1,000,000 lbs.
Mats	1,000,000 lbs.
Brushes	1,000,000 lbs.
Combs	1,000,000 lbs.
Buttons	1,000,000 lbs.
Thread	1,000,000 lbs.
Yarn	1,000,000 lbs.
Cloth	1,000,000 lbs.
Flannel	1,000,000 lbs.
Blankets	1,000,000 lbs.
Quilts	1,000,000 lbs.
Counterpanes	1,000,000 lbs.
Table Cloths	1,000,000 lbs.
Napkins	1,000,000 lbs.
Towels	1,000,000 lbs.
Handkerchiefs	1,000,000 lbs.
Shirts	1,000,000 lbs.
Drawers	1,000,000 lbs.
Undershirts	1,000,000 lbs.
Hosiery	1,000,000 lbs.
Gloves	1,000,000 lbs.
Mittens	1,000,000 lbs.
Suspenders	1,000,000 lbs.
Garters	1,000,000 lbs.
Braces	1,000,000 lbs.
Belts	1,000,000 lbs.
Collars	1,000,000 lbs.
Cuffs	1,000,000 lbs.
Bosoms	1,000,000 lbs.
Aprons	1,000,000 lbs.
Veils	1,000,000 lbs.
Scarfs	1,000,000 lbs.
Ties	1,000,000 lbs.
Bows	1,000,000 lbs.
Ribbons	1,000,000 lbs.
Laces	1,000,000 lbs.
Embroidery	1,000,000 lbs.
Fringes	1,000,000 lbs.
Tassels	1,000,000 lbs.
Cords	1,000,000 lbs.
Braids	1,000,000 lbs.
Trimmings	1,000,000 lbs.

Receipts of Produce.

Receipts of Produce at the Ports of New-York, Boston, Philadelphia, Baltimore, Portland, Portsmouth, Providence, New-Haven, Richmond, Norfolk, Wilmington, Charleston, Savannah, Mobile, New-Orleans, Galveston, Cincinnati, Louisville, Pittsburg, St. Louis, Chicago, Milwaukee, Toledo, Detroit, Cleveland, Buffalo, Oswego, Albany, Troy, Rochester, Syracuse, Utica, Ogdensburg, Montreal, Quebec, for the week ending this day:

Flour	67,000 bbls.
Wheat	1,000,000 bush.
Corn	1,000,000 bush.
Oats	1,000,000 bush.
Barley	1,000,000 bush.
Rye	1,000,000 bush.
Pork	1,000 bbls.
Beef	1,000 bbls.
Cut Meats	1,000,000 lbs.
Lard	1,000,000 lbs.
Whiskey	1,000 bbls.
Cheese	1,000,000 lbs.
Butter	1,000,000 lbs.
Wool	1,000,000 lbs.
Hops	1,000,000 lbs.
Coal	1,000,000 tons.
Cotton	1,000,000 bales.
Tobacco	1,000,000 lbs.
Rice	1,000,000 lbs.
Tallow	1,000,000 lbs.
Hides	1,000,000 lbs.
Linseed	1,000,000 bush.
Lumber	1,000,000 feet.
Shingles	1,000,000
Staves	1,000,000
Sugar	1,000,000 lbs.
Molasses	1,000,000 gals.
Coffee	1,000,000 lbs.
Tea	1,000,000 lbs.
Saltpetre	1,000,000 lbs.
Opium	1,000,000 lbs.
Indigo	1,000,000 lbs.
Quicksilver	1,000,000 lbs.
Lead	1,000,000 lbs.
Tin	1,000,000 lbs.
Copper	1,000,000 lbs.
Iron	1,000,000 lbs.
Steel	1,000,000 lbs.
Nails	1,000,000 lbs.
Spikes	1,000,000 lbs.
Anchors	1,000,000 lbs.
Chains	1,000,000 lbs.
Rope	1,000,000 lbs.
Bagging	1,000,000 lbs.
Bags	1,000,000 lbs.
Paper	1,000,000 lbs.
Books	1,000,000 lbs.
Boots	1,000,000 lbs.
Shoes	1,000,000 lbs.
Hats	1,000,000 lbs.
Caps	1,000,000 lbs.
Clothing	1,000,000 lbs.
Furniture	1,000,000 lbs.
Carriages	1,000,000 lbs.
Harness	1,000,000 lbs.
Saddles	1,000,000 lbs.
Bridles	1,000,000 lbs.
Whips	1,000,000 lbs.
Trunks	1,000,000 lbs.
Valises	1,000,000 lbs.
Carpets	1,000,000 lbs.
Oilcloth	1,000,000 lbs.
Matting	1,000,000 lbs.
Rugs	1,000,000 lbs.
Mats	1,000,000 lbs.
Brushes	1,000,000 lbs.
Combs	1,000,000 lbs.
Buttons	1,000,000 lbs.
Thread	1,000,000 lbs.
Yarn	1,000,000 lbs.
Cloth	1,000,000 lbs.
Flannel	1,000,000 lbs.
Blankets	1,000,000 lbs.
Quilts	1,000,000 lbs.
Counterpanes	1,000,000 lbs.
Table Cloths	1,000,000 lbs.
Napkins	1,000,000 lbs.
Towels	1,000,000 lbs.
Handkerchiefs	1,000,000 lbs.
Shirts	1,000,000 lbs.
Drawers	1,000,000 lbs.
Undershirts	1,000,000 lbs.
Hosiery	1,000,000 lbs.
Gloves	1,000,000 lbs.
Mittens	1,000,000 lbs.
Suspenders	1,000,000 lbs.
Garters	1,000,000 lbs.
Braces	1,000,000 lbs.
Belts	1,000,000 lbs.
Collars	1,000,000 lbs.
Cuffs	1,000,000 lbs.
Bosoms	1,000,000 lbs.
Aprons	1,000,000 lbs.
Veils	1,000,000 lbs.
Scarfs	1,000,000 lbs.
Ties	1,000,000 lbs.
Bows	1,000,000 lbs.
Ribbons	1,000,000 lbs.
Laces	1,000,000 lbs.
Embroidery	1,000,000 lbs.
Fringes	1,000,000 lbs.
Tassels	1,000,000 lbs.
Cords	1,000,000 lbs.
Braids	1,000,000 lbs.
Trimmings	1,000,000 lbs.